

Government of the District of Columbia


Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Anna Chamberlin
Associate Director 

DATE: March 17, 2023

SUBJECT: BZA Case No. 20855 – 4402 Georgia Avenue NW

APPLICATION

4402 Georgia NW, LLC (the “Applicant”), pursuant to Title 11 of the District of Columbia Municipal Regulations (DCMR) (Zoning Regulations), requests a Special Exception from the minimum vehicle parking requirements of Subtitle C § 701 to raze an existing structure and construct a new four-story 12-unit apartment house with no off-street parking. The site is in the MU-4 Zone at 4402 Georgia Avenue NW (Square 2917, Lot 89) and is not served by an alley.

RECOMMENDATION

The District Department of Transportation (DDOT) has reviewed the application materials and has determined that the proposed action may lead to a minor increase in vehicle, transit, pedestrian, and bicycle trips on the localized transportation network. In addition, the project may result in increased pick-up and drop-off activity and slightly reduced availability of on-street parking within the immediate area. Despite these minor impacts, DDOT has no objection to the approval of this application, but notes that any proposed projections on public space should be eliminated or minimized due to existing mature trees and a bus stop directly in front of property.

Subtitle C § 703.4 requires that any request for a reduction in the minimum number of parking spaces must include a Transportation Demand Management (TDM) plan that has been approved by DDOT. In February 2022, the Zoning Commission approved a Text Amendment (ZC 21-20) removing the requirement for a TDM Plan if parking relief from fewer than five (5) spaces is requested. In this case, the Applicant is seeking relief from only one (1) space. Therefore, DDOT did not require a TDM Plan.

TRANSPORTATION ANALYSIS

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Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high-quality transit, frequency of transit service, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, and the demographic composition and other characteristics of the potential residents.

The Applicant is required to provide one (1) off-street parking space. Per the Applicant's Architectural Plans, the Applicant is not providing off-street parking spaces. Providing little or no parking is consistent with DDOT's approach to encouraging transit usage, allowing for non- automobile ownership lifestyles, and minimizing traffic congestion in the District. Since the site is adjacent to a Priority Corridor Metrobus Route #79 along Georgia Avenue NW, DDOT supports the relief.

Residential Permit Parking (RPP)

The site is located on the 4400 block of Georgia Avenue NW, which is currently in the DDOT and Department of Motor Vehicles (DMV) Residential Permit Parking (RPP) [database](#). Accordingly, residents on site are eligible to obtain Zone 4 parking permits from the DMV.

Bicycle Parking

Zoning requires four (4) long-term bicycle parking spaces and zero short-term spaces for the residential use. The Applicant is providing a storage room inside the building on the basement level that will contain four (4) long-term bicycle parking spaces. DDOT encourages the Applicant to design at least 5% of the spaces to accommodate larger cargo and tandem bikes (10 feet by 3 feet) and at least 10% of spaces include nearby electrical outlets to charge e-bikes and scooters.

Loading

Per Subtitle C § 901.1 of the Zoning Regulations, buildings with fewer than 50 units are not required to provide a loading berth. As such, future residents should use the rear of the property for move-in/move-outs or obtain "emergency no parking" signs from DDOT to reserve an on-street parking space. Since the site has more than three (3) units, the Applicant must contract a private trash collection service. Trash should be stored entirely on private property, out of the view of the sidewalk.

STREETSCAPE AND PUBLIC REALM

DDOT's lack of objection to this application should not be viewed as an approval of the public realm design. All elements of the project proposed within District-owned right-of-way, such as the balconies, roof overhangs, and areaway, require the Applicant to pursue a public space construction permit. DDOT has concerns with impacts of this building regarding the existing trees and bus stop. The Applicant should ensure the sidewalk clear path along Georgia Avenue is at least 10-feet wide or wider. All projections should be eliminated or minimized.

DDOT expects the adjacent public realm to meet all District standards. The Applicant should refer to Titles 11, 12A, and 24 of the [DCMR](#), the most recent version of DDOT's [Design and Engineering Manual \(DEM\)](#), and the [Public Realm Design Manual](#) for public space regulations and design guidance. A permit application can be filed through the DDOT [Transportation Online Permitting System](#) (TOPS) website.